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mining is not altogether a myth, the confidence which the exaggerated reports of the lead mining mania so much deplored, will gradually return. "Once the company has done some good work, has earned tangible results from its tin and its gold, it will not only be in a better position to push on the development of the remainder of its property, but it will be far more able to command help from outside. The period of aimless prospecting is, it is to be hoped, now at an end. Mr Brodie, if he applies his energy nearer the centre of operations than Hongkong, may do a great amount of good. Work of any kind, and more especially mining work gets on far better under a manager who is in the

interested and has responsibility. Men who have only a rudderless directorate to guide them have no incentive or encouragement to produce good work. One of the great causes of the non-success of the Panjov venture has been the want of responsible supervision and management. A manager who has got other work to do, and can only give a part of his attention to the work he

not as manager at all. With gold mines, as with tin and coal mines, success depends to a large extent on economical workings. Even a rich concession may prove unprofitable if no care is taken to properly direct the work. A great deal of Hong Kong money has been sunk in the Malay Peninsula. Many of the investors were doubtless more bent on gambling than on mining, but gambling cannot go on indefinitely. If the whole capital is not to be lost, real work must be done, and for their own sake, as well as for the sake of the Colony, it is time for the shareholders and directors of the Panjong Company to settle down to earnest work.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND :—*Coromandel, Diomed, Glenagat, Nestor, Alberta, Malabar, Kienai, June 3; Escader, Pakling, Burden, Tuter, 6; Glen'wyn, Palamed, 10; Breconshire, Laertes, Sachsen, Kriemhild, 17.*

HOMEWARD BOUND :—*Canton, June 6; Caraduanshire, 10; Polyhymnia, Oceanica, 17.*

The M. M. Co.'s *Yellow Sea Mail*

French mail of May 30, left Singapore on Tuesday, June 24, at 3 p.m., and may be expected here on or about Tuesday, the 1st July. This packet brings replies to letters despatched from Hongkong on April 24.

The P. M. S. Co.'s s. s. *City of Peking*, left San Francisco for Yokohama via Honolulu on the 14th June.

The O. S. S. Co.'s steamship *Cydop*, from Liverpool, left Singapore for this port on the 14th June.

The P. & O. Co.'s extra steamer *Venetia* left Bombay for this port on the 18th June.

Dr. Dobnerk says to-day :—At 10.15 a.m. on the 26th the following telegram was sent to the Harbour Office : "Typhoon in China sea, West of Luzon, moving Westward. At 4.50 p.m. directions to hoist the South China and at 12.30 a.m. on the 27th direct-

tions to hoist the Red Ball. The typhoon has moved quickly westward in the China Sea, where fresh S.E. winds may be expected. The weather is warm, cloudy and dry in Southern China.

last night, when "East Lynne" was performed. There was a good audience, in spite of the unfavorable state of the weather, and the depressing character of the plot. The part of *Lady Isabel*, on which the success of this highly sensational domestic drama almost entirely depends, was taken by Miss Fanny Stanley, and it must be said that she gave a surprisingly good account of it. Mr Fletcher as *Archibald Carlyle* gave evidence of careful attention to every word of the play. Mr Deane

French Legion, although somewhat aged, was fairly successful. Miss Leman, the guardian angel of the Orlyle household, won a good deal of favour from the audience. To-night the company gave a variety of entertainment, and 'La Fille du Tambour Major' is billed for the morrow evening.

We regret to hear that news of the death of Mr William Donald Spence was received by wire from Hume yesterday. Mr Spence was in England on furlough, and purpose returning to China in two or three months time. His death will be a loss to the Canadian Service and to Messrs Jardine, Matheson & Co. to which firm his services had been lent for several years past.

Spence was born in Hume, and was

University. He was appointed a student interpreter in the Consular Service in 1871 and was 3rd class assistant in 1873. Having obtained a studentship at the Mid Temple in 1873, he in the same year acted as Law Secretary at Shanghai, and afterwards as interpreter and Vice Consul the

Shanghai for two years, after which he was for about two years acting Consul at Ichang. Several years ago

Matheson & Co., under a special arrangement made with the Foreign Office, through knowledge in Chinese, along with his legal acquirements and training, had given him exceptional advantages in the positions which he was called upon to fill, and, as to love and hate, he will be greatly misread. His many friends in China deeply regret that Mr. Donald Brown has been cut off in the prime of life.

Amoy.....	29.85	83	83	W	1	c
Swatow....	29.84	82	—	E	5	b
Hongkong..	29.77	83	79	E	5	c
Canton....	29.77	84	68	S	3	c
Macao.....	—	—	—	—	—	—
Hoihow....	—	—	—	—	—	—

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR:
SINGAPORE, COLOMBO, ADEN,
SUERZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & AILIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
POINTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 2nd day of July,
1890, at 10 a.m. the Company's
Steamship **BRUNSWICK**, Capt. A.
Meier, with MAULS, PASSENGERS,
SPELDS, and CARGO, will leave this port
as above, calling at Genoa.

Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m. Specie and Parcels until 3
p.m. on the 1st July. (Parcels are
not to be sent on board; they must be
left at the Agent's Office). Contents and
Value of Packages are required.

The Steamer has excellent Accommodation
and carries a Doctor and Stewards.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, June 9, 1890. 1042

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship **ABYSSINIA**,
3,651 Tons, Registered at
San Francisco, will be despatched for VANCOUVER,
B.C., via AMOY, SHANGHAI, NAGA-
SAKI, INLAND SEA, KORE and YOKO-
HAMA, on THURSDAY, the 3rd July,
at 1 p.m.

To be followed by the S.S. **PAIKITHIA**,
on the 24th July.

Connection will be made at Yokohama
with Steamers from Japan Ports, and at
Vancouver with Pacific Coast Points, by
the regular Steamers of the PACIFIC COAST
STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, (Mex.) \$210.00
To Montreal, New York, &c. 250.00
To Liverpool ... 325.00
To London ... 350.00

To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passengers, who have paid full fare, re-
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Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 2nd July.

All Parcels must be sent to our Office
and should be marked to address in full,
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passages or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 26, 1890. 1162

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF
SEKING** will be despatched for
San Francisco, via Yokohama, on SATURDAY,
the 19th July, at 1 p.m., taking Passengers
and Freight for Japan, the United States,
and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and San Francisco
Ports, San Francisco, to Manila and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 353.75
To Liverpool ... 325.00
To London ... 350.00

To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
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Freight will be received on board until 4
p.m. the day previous to sailing. Parcels
will be received at the office until
5 p.m. same day; all Parcels Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agent of the
Company, No. 60A, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, June 26, 1890. 1161

Mails.

NOTICE.
**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR:
SAIGON, SINGAPORE, KATAYIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUERZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLE, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 3rd July,
1890, at Noon, the Company's S.S.
CALEDONIE, Commandant PAUL
with MAULS, PASSENGERS, SPELDS,
and CARGO, will leave this port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 2nd July, 1890. (Parcels are not to
be sent on board; they must be left at
the Agent's Office). Contents and value of
Packages are required.

The Steamer has excellent Accommodation
and carries a Doctor and Stewards.

For further Particulars, apply to the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 26, 1890. 1125

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship **DELIC** will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 8th July,
at 1 p.m.

Connection being made at Yokohama
with Steamers from Shanghai and Japan
Ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco and return ... \$225.00
To San Francisco and return ... 353.75
To Liverpool ... 325.00
To London ... 350.00

To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 2nd July.

All Parcels must be sent to our Office
and should be marked to address in full,
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passages or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 26, 1890. 1162

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Through Bills of Lading issued for trans-
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Ports, San Francisco, to Manila and
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Company, No. 60A, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, June 26, 1890. 1161

Intimations.

**THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.**
LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

1.—The Hongkong Telegraph.
2.—Cantile: Dr. J. Manson, Dr. P.; Har-
tigan, Dr. W.

3.—Cantile, Dr. J. Residence.
4.—Vernon, J. Y. V.

5.—The China & Japan Telephone Co., Ltd.
6.—Ponseler, L.

7.—Arnhold, Katsborg & Co.
8.—The Hongkong & Shanghai Banking
Corporation.

9.—Olaner & Vernon.
10.—Fook Hotel & Trading Co., Queen's
Road.

11.—Daily Press.
12.—E. & A. China Telephone Co., Ltd.
13.—Central Police Station.

14.—Watson, A. S., & Co.
15.—Deutsche Legation & Co.
16.—Butterfield & Swire.

17.—P. & O. S. N. Co.
18.—Hongkong & Whampoa Dock Co., Ltd.
19.—Gruetshank, W.

20.—Chin Mail.
21.—Jordan, Dr. G. P.
22.—The Hongkong & China Gas Co., Ltd.

23.—H.K. & Whampoa Dock, Aberdeen.
24.—Alicio Memorial Hospital.
25.—Holliday, Wise & Co.

26.—Holliday, J. F.
27.—Fook Hotel & Trading Co., Craigieburn
Quai.
28.—The Hongkong & China Gas Co., Ltd.

29.—H.K. & Whampoa Dock, Aberdeen.
30.—Chin Mail.
31.—Gibb, Livingston & Co.

32.—Hongkong Hotel, Public Telephone.
33.—Hancock, W. St. John H., C.E.
34.—Crutchfield, W., Victoria Dispensary.

35.—Brooks, W., Residence.
36.—Ah Yon & Co.
37.—Linsdale & Davis.

38.—Foster, F. T. P.
39.—The Borneo Company, Limited.
40.—Adamson, Bell & Co.

41.—Crutchfield, W., Victoria Dispensary.
42.—Jordan, Dr. G. P., Residence.
43.—Government House.

44.—Hughes & Ezra.
45.—Bellios & Co.
46.—Reid, E. R., Kingsclere.

47.—Bellios, E. R., Peak.
48.—Bellios, E. R., Peak.
49.—Bellios, E. R., Peak.

50.—Imports & Exports Office.
51.—Morris & Ray.
52.—Layton, B., Residence.

53.—Judd, W.
54.—Webster, J. F.
55.—Hartigan, W.

56.—Victoria Hotel, Public Telephone.
57.—Soy Shing.
58.—Dakin Bros. of China, Ltd.

59.—Stevens, Geo. R., & Co.
60.—Stevens, Geo. R., Residence.
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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the lode of the
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Paddar's Wharf.
6. From Paddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. Jardine's Wharf.

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9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. Jardine's Wharf.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works